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SCIENTIFIC AND TECHNICAL INFORMATION

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7

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# STATUS REPORT

**PROJECT BLUE BOOK - REPORT NO 9**

**FORMERLY PROJECT GRUDGE**

PROJECT NO. 10073

31 JANUARY 1953

**AIR TECHNICAL INTELLIGENCE CENTER  
WRIGHT-PATTERSON AIR FORCE BASE  
OHIO**

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This report is the ninth of a series of monthly status reports of Project Blue Book. Normally each report is written on or near the last of each month and contains a summary of all incidents reported during the month covered by the report.

Any additional information may be obtained on any incident by directing requests to Commanding General, Air Technical Intelligence Center, ATTN: ATIAE-5, Wright-Patterson Air Force Base, Ohio.

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## STATUS OF PROJECT BLUE BOOK

### I. OVERALL STATUS

#### A. General

During the period 1 November 1952 to 30 November 1952 a total of 27 reports were received through AF channels. This total represents a decrease of 13 from the October 1952 total of 40 reports.

Time not being spent on the actual evaluation of reports is being devoted to cataloging and reviewing reports received during the summer of 1952. At the time many of these reports were received, the workload was of such a degree that they were given only quick preliminary screening.

All reports received during 1952 are being cross-indexed. The cross-indexing of all reports up to 31 December 1951 was accomplished in March 1952. The categories for cross-indexing are:

1. Date
2. Location
3. Type of Observation (i.e., visual, electronic, etc.)
4. Conclusion

#### B. Briefing Given to Personnel of the Los Alamos Scientific Laboratory

On 23 October 1952, Col D. L. Bower and Capt E. J. Ruppelt presented a briefing on Project Blue Book to a group of 400 scientists, engineers, and technicians at the Los Alamos Scientific Laboratory. The briefing consisted of a brief history of the project, details of the present operations, and several recent sightings. Approximately an hour and a half was devoted to a question and answer period following the presentation of the briefing.

After the briefing, the balance of the day was devoted to a meeting with a group of people from the Laboratory who have shown a great deal of interest in the subject of Unidentified Flying Objects.

#### C. Briefing Given to the OSI District Commanders Meeting

The Office of Special Investigations District Commanders Meeting was briefed at Kelly AFB, Texas, on 27 October 1952. Personnel from the Current Estimate Branch of D/I, HQ USAF and ATIC presented the briefing which stressed collection, analysis methods, and current situation.

#### D. Proposed Changes in Air Force Letter 200-5

A proposal for changing certain sections of Air Force Letter 200-5 has been written and forwarded to the Director of Intelligence. The major proposed change in the directive is to eliminate the presently required written Air Force Form 112 and to add several items to the required wire message.

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If a written report is necessary in addition to the wire, it will be specifically requested by ATIC.

It is believed that by eliminating the written report, a great many manhours can be saved on an Air Force-wide basis. In some instances, the Form 112 has merely been a repeat of the wire.

## E. Status of Videon Camera

Letters have been prepared and sent to Air Defense Command and Aircraft and Air Communications Services (AACS) to obtain concurrence on the current plan to place cameras in control towers and at certain selected radar sites.

## F. Contractor Status

### 1. Analysis of Existing Sighting Reports

Sighting reports dated up to and including June 1952 have been processed. Except for the reports dated 1947 and 1948, all sighting reports up to and including March 1952 have been evaluated. The sighting reports for 1947 and 1948 are not available for evaluation. As soon as the 1947 and 1948 reports are available and can be evaluated, all sighting reports for the years 1947 to 1951 will be ready as a group for preliminary analysis utilizing IBM equipment.

Sighting reports for the month of July 1952 have been received. Because there are 450 sighting reports for July, processing them will not be completed until the first week in December. Evaluation of reports for the months of April, May, June, and July 1952 will require about six days of conference time. Conferences for the evaluation of sighting reports will be arranged as reports become processed in groups of 200. Each group of reports will require about two days of work for a cooperating researcher Blue Book evaluation team.

The evaluation of 1952 reports will be more time consuming than was the case for earlier reports, because reports now are in more detail and often consist of sightings of one object by more than one individual.

Since October 16, 1952, it has been necessary to establish a rotation system for handling sighting reports, no more than 100 sighting reports being permitted away from Blue Book at any one time. Questionnaires and work sheets completed here must therefore be put in duplicate folders before sighting reports matching these questionnaires and work sheets are returned to WPAFB in return for unprocessed sighting reports. When evaluation conferences are held, these folders must be matched before an evaluation is made. The necessity for establishing a rotation system has caused some delay in progress.

### 2. Analysis of Soil and Vegetation Samples

2  
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Two samples of vegetation and soil from Pittsburgh, Kansas, which were submitted by Blue Book for analysis, have been thoroughly studied. Examination by experts on soil and vegetation disclosed no difference between the two samples from the two areas where the specimens were obtained. Tests for radioactivity likewise showed no significant difference between the two samples of soil and vegetation. Tests were made for beta, gamma, and alpha radiation. Samples of the "Kansas" soil and the vegetation will be returned to Blue Book in the near future.

### 3. Consultant on Astronomy

Dr. J. Allen Hynek, of the Ohio State University, attended the Boston meeting of the Optical Society of America on 11 October 1952. The Society took cognizance this year of the many reports of unusual aerial phenomena by including three invited papers on the subject in their otherwise straightforward scientific meeting. One of the invited papers was by Dr. J. Allen Hynek, entitled "Unusual Aerial Phenomena". The other two papers were by Drs. Menzel and Liddell, of Harvard Observatory and the Atomic Energy Commission, respectively.

The papers of Menzel and Liddell, though differing somewhat in content, were identical in spirit. Both papers were characterized by the fact that numerous explanations for unexplained sightings were given without a single reference to a specific sighting in the files of the Air Technical Intelligence Center. Both papers presented a series of well-worn statements as to how jet fighters, meteors, reflections from balloons and aircraft, and optical effects, such as sundogs and mirages, could give rise to "flying saucer" reports. Since there was nothing new in either of the two papers, the trip from this standpoint was unproductive.

The paper by Dr. Hynek, in essence, was to the effect that flying saucers represented a science-public relations problem; i.e., when a sighting is made by several people, at least one of whom is an experienced observer, the mutually corroborated reports are entitled to a scientific hearing, rather than ridicule. It stressed the point that here was a subject in which the public has shown great interest. It was recommended that the relatively few well-screened reports be dealt with specifically to see whether any of the causes suggested by Drs. Liddell and Menzel are applicable, and, if so, to make this known in these specific instances. On the other hand, if the suggested explanations of Drs. Liddell and Menzel do not explain well-screened cases, this should also be made known and given further scientific study.

In conclusion, it was the opinion of Dr. Hynek that little was gained by attendance at the meeting. The results were negative in the sense that it was confirmed, as Dr. Hynek already believed, that Drs. Liddell and Menzel had not studied the literature and the evidence and, hence, were not qualified to speak with authority on the subject of recent sightings of unidentified aerial phenomena.

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An attempt to arrange a meeting by Dr. Hynek with Dr. Menzel and Dr. Liddell, after the meeting was over, was unsuccessful because Liddell and Menzel both had to leave immediately after the meeting.

## 4. Interrogation Forms

Five hundred copies of the "U.S. Air Force Technical Information Sheet" (Form A and Form B) were delivered to W-P AFB on 20 October 1952. This questionnaire was used in place of the "Tentative Observers Data Sheet" to record data on all sighting reports dated after 31 March 1952. It has proved to be more satisfactory than the previous form, especially from the standpoint of recording data from sighting reports in greater detail.

Additional copies of the "U.S. Air Force Technical Information Sheet" can be supplied to Blue Book as needed.

## 5. Future Work

Coding and evaluation of 1952 sighting reports will continue. A preliminary analysis of data on all sighting reports dated previous to 1952 will be given to Blue Book as soon as possible after evaluation is completed of the 1947 and 1948 sighting reports.

By 10 December 1952 all sighting reports dated before 15 June 1952 should be processed and evaluated ready for IBM analysis. Complete IBM analysis of all sighting reports will not be started until all reports dated previous to 1953 are processed and evaluated. Because of the nature of the work required, and the fact that the number of reports for the last three months of 1952 is not yet known, no estimate can be given as to the time final IBM analysis will begin. It is hoped, if the frequency of sighting reports follows the present decreasing trend, that complete IBM analysis for sightings dated through 1952 may be started by 1 February 1953.

## II. RECENT REPORTS

The following reports are summaries of reports that were received during the month of November 1952.

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Friona, Texas

November 1952

## I. Description of Incident

Source supposedly picked up pieces of an exploded "flying saucer" and sold half the pieces to the Soviet Embassy. He had previously notified the Pentagon, but hadn't heard from them so he sold out to the Soviets.

## II. Discussion of Incident

It is believed that this is a "crackpot" report. The original report was made to the F.B.I. and forwarded to ATIC.

## III. Conclusion

Hoax

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Laredo, Texas

3 November 1952

## I. Description of Incident

At 1629 CST on 3 November 1952, two control tower operators at Laredo AFB, Texas, observed a long, elliptical, whitish-grey object approach the AFB from the SE. It appeared to pause south of the base then depart to the SE with an apparent burst of speed. The object was in view from 3 to 4 seconds. No tail or trail was noted.

A T-33 aircraft was in the area but was in sight during the observation.

The weather was given as two layers of scattered and broken clouds at 5,000' and 10,000', visibility 12 miles. Wind at surface was NNE at 10 knots.

## II. Discussion of Incident

The apparent high speed and length of time in view eliminate the possibility of a balloon or aircraft. Many aspects of this sighting are similar to the description of a meteor. If, however, the object came toward the tower (i.e., from the report it apparently appeared to get larger) then went away, it could not have been a meteor; but since the flight path of an object not going directly overhead is hard to judge, this approach and retreat might be an illusion.

## III. Conclusion

Possibly astronomical.

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Vineland, New Jersey

4 November 1952

## I. Description of Incident

On 4 November 1952 a civilian woman noticed two groups of two or three objects moving in a SE direction at a slow speed. The observation lasted 30 seconds and took place at 1730 EST. The objects were approximately 40° above the horizon with the observer looking S and appeared to be whirling like a lighted wheel.

## II. Discussion of Incident

The source states that there were scattered clouds in an unusual formation and that she first noticed the objects between two banks of clouds. There is a slight possibility that the incident was caused by the afternoon sun reflecting off this cloud formation thereby causing a strange effect, but there is no way to substantiate this explanation.

However, the report is so sketchy and incomplete that there is insufficient factual data for an evaluation. Added to this is the fact that only one rather inexperienced source observed the phenomenon.

## III. Conclusion

Insufficient data.

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Caribou, Maine

4 November 1952

## I. Description of Incident

On 4 November 1952 a slow-moving light of varying colors was observed by both airborne and ground observers for a period of four hours from 1730 EST to 2130 EST. It was described by all observers as first stationary and then sinking down below the horizon. The colors were white, red, orange and blue-green.

The object was first sighted by an Air Force captain and 1st Lt flying at 2,500' on a heading of 360° in a T-6 a/c. The light appeared at a 7 o'clock position, elevation approximately 25°. Presque Isle AFB was contacted and several ground observations were made by the senior control tower operator from that base.

## II. Discussion of Incident

An incoming Northeast Airlines flight at Presque Isle also sighted an object in the same relative position with many changing colors. The pilot stated that he thought it was a star. After thinking the sighting over, the crew of the T-6 as well as the control tower operator also came to this conclusion. It is true that a star or planet's light under certain haze conditions will refract and change color. The disappearance of the object below the horizon can be attributed to the normal rotation of the earth.

## III. Conclusion

Probably a bright star or planet.

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Erding Air Depot, Germany

4 November 1952

## I. Description of Incident

Three airmen observed an object described as being dark and oval-shaped. It appeared to be tumbling end-over-end as it traveled eastward at a low speed. Object appeared to be low. The time of the sighting was 1500Z.

Weather at the time of the sighting was scattered clouds at 2,500' and an overcast at 4,500'. Winds at 1,000' were from 310° at 10 knots and at 5,000' winds were from 300° at 6 knots.

## II. Discussion of Incident

If balloons are launched at 1500Z in Germany as they are in the U.S., this could very well be a balloon. The observers say it was traveling East which is with the wind.

## III. Conclusion

Probably a balloon launched from the air depot.

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Auburn, Alabama

7 November 1952

## I. Description of Incident

Civilian source reported observing a bright, circular object, stationary in the sky east of Auburn, Alabama, at 1645 CST on 7 November 1952.

Weather at the time of the sighting was scattered clouds at 12,000', broken clouds at 25,000'. Visibility 4 miles due to smoke.

Source stated object looked like a star.

## II. Discussion of Incident

It is possible that the object observed was a star. At 1645 CST it is dark enough to see the brighter stars. Sunset was at 1645 CST.

## III. Conclusions

Probably a star.



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Auburn, Alabama - Columbus, Georgia 8 November 1952

## I. Description of Incident

At approximately 1715 EST on 8 November 1952 many people in the Columbus, Georgia, and Auburn, Alabama, area observed a silver colored spherical or oval shaped object. The outer edge was described as translucent and emitting a green light. There were two bright spots on the object.

## II. Discussion of Incident

Many of the sources who observed the object stated that it was a balloon. Some made observations through telescopes.

## III. Conclusions

Probably a balloon.

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El Vado, New Mexico

9 November 1952

## I. Description of Incident

At 0105Z on 9 November 1952, a radar at El Vado, New Mexico, first observed a "blip" 20° wide, 45 miles and 145° from the station. The "blip" was clocked at from 600 to 1400 mph as it went off the scope at 130 miles. It soon returned on the same azimuth, came to within 65 miles of the station, hovered approximately two minutes, turned, and went off the scope again. It was observed a total of ten minutes.

During the sighting, the frequency of the radar set was changed 20 megacycles with no apparent change in the target.

## II. Discussion of Incident

Many similar types of returns have been shown to be due to certain atmospheric conditions. It is very possible that this return was due to weather.

## III. Conclusion

Weather caused the unusual radar return.

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Covington, Ohio

10 November 1952

## I. Description of Incident

At 1700 EST a civilian phoned the ATIC duty officer to report that he was observing a brilliant bluish light in the sky W of his home.

## II. Discussion of Incident

Patterson operations, W-P AFB, advised the duty officer that a B-29 was testing photo flash equipment in the area.

## III. Conclusion

Was aircraft.

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Washington, D.C.

10 November 1952

## I. Description of Incident

Civilian sources reported that they used 8-power binoculars to observe two lights that appeared to be east of Washington National Airport. The lights were observed at 2150 EST on 10 November 1952 for a period of one hour. There was no apparent movement but they grew alternately brighter and dimmer. The lights were close enough together to be included in the field of view of the binoculars.

Weather reported to be 0-0 at Bolling AFB at 2200 EST but source stated there was no fog where he was.

## II. Discussion of Incident.

The data in the report is too sketchy for a complete evaluation, but it is possible two exceptionally bright stars were observed.

## III. Conclusion

Possibly astronomical.

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Lott, Texas

11 November 1952

## I. Description of Incident

Two civilian men reported observing two objects at 1540 CST on 11 November 1952. The objects were described as being non-metallic in appearance, globe-shaped, and of a cloud grey color. The two objects appeared to be connected by a "wispy, cloud-like" band. The objects appeared at a 75° elevation, 20° azimuth, moving in a general ESE direction to about 95° azimuth; it then turned NNE.

The weather was clear with winds from the WNW of 15 knots at 19,000' and 35 knots at 39,000'.

## II. Discussion of Incident

Source is known to be very enthusiastic about this subject, he has made four sightings.

A balloon was released from the James Connally AFB at Waco, Texas, at 1500 CST. The winds at 39,000' were from the WNW and according to source's description, the object was traveling approximately with the wind. Lott, Texas, is about 30 miles SSE of Waco and with 35 knot winds, the balloon could be in view at Lott 40 minutes after the scheduled launch. No data on the length of time observed is given.

## III. Conclusion

Probably a balloon.

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Chatham, England - Dover, England

11 November 1952

## I. Description of Incident

At 1615Z (local time) on 11 November 1952, approximately 40 civilians observed an object which they reported first to be oval-shaped then changing to a conical shape, then changing back to an oval shape. It disappeared in a bright flash. The color and apparent size and speed was not reported. There was no sound. The observers were located at 51°26'N-00°45'E. The object was observed to the SE and was seen several times over a five-minute period.

At 1620Z on the same day, a police sergeant and 20 police recruits observed an object described as a slowly moving small oval "nucleus" (i.e., body) brilliant reddish-white, and with a long fiery tail ten times the diameter of the main body. The observers were located at 51°05'N-01°10'E. It was first seen on the western horizon, moving to the north. The object disappeared into a heavy stratus cloud layer after being observed for ten minutes.

## II. Discussion of Incident

A plot shows that the police that made the observation were 24 miles south and 29 miles west of the civilians. The civilians reported making their observation to the SE and the police stated that what they saw was west of them traveling to the north. There is a time discrepancy of five minutes in the reported times but this is not unusual since there could very well be errors in estimating the time or in a difference between two watches or clocks. It can be reasonably assumed that both parties observed the same thing.

The data received is very sketchy but indicates that the object may have been the vapor trail of a jet aircraft. More details on the sighting would be necessary before a definite conclusion can be reached, however.

## III. Conclusion

Insufficient data for evaluation.

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Los Alamos, New Mexico

12 November 1952

## I. Description of Incident

A security guard at Los Alamos reported observing four, blinking, red, green, and white or yellowish lights. The lights appeared to be stationary or moving very slowly to the north. They were observed continuously for 16 minutes and first seen at 2223 MST.

The weather was CAVU. A fighter aircraft was put in readiness to scramble, but was not scrambled since no radar contact was made.

## II. Discussion of Incident

The time, 0533Z, is two hours and 33 minutes past the scheduled 0300Z weather balloon launch at Albuquerque. This balloon drifted east and was very probably out of the area at the time of the sighting. It is possible that another weather balloon drifted into the area although in general lights on these balloons last only about one hour. In addition, weather balloons carry only one light. The low speed, absence of radar contacts, and the fact that the area is a prohibited flight area discount the possibility of an aircraft. It is also possible that a large research type balloon was in the area, although ATIC has no such flights recorded.

## III. Conclusion

Possibly a balloon.

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Ophiem, Montana - Glasgow, Montana 13 November 1952

## I. Description of Incident

At 0243 MST on 13 November 1952 a weather observer taking a theodolite reading on a weather balloon at Glasgow, Montana, reported he observed five oval-shaped objects with "lights all around them" flying in a V-formation. Each object seemed to be changing position vertically by climbing or diving, as if to hold formation. The speed appeared to be very fast, the total time of observation being 20 seconds. The reported objects came from the NW, went straight over the center of the town, made a 90° turn, and departed toward the SW.

At 0220 MST an AC&W Station obtained an unidentified radar track beginning at 47°48'N-108°05'W and lost it at 0348 MST at 47°38'N-105°05'W. The altitude was estimated to be 158,000' and the speed was 210 knots.

## II. Discussion of Incident

If these data are plotted it shows that it is doubtful that the track observed on radar and the reported visually observed objects were the same. While the radar "blip" was going straight east, south of Glasgow (Glasgow being north of the radar track), the observer saw something come in from the NW, turn, and go to the SE over his position.

Since the objects were reported directly over the observer and no sound was heard, it is doubtful as to whether the objects were aircraft.

## III. Conclusion

This was not a combination radar-visual sighting of the same object. There are no conclusions as to the nature of the reported visual sighting. The radar track, however, could be due to weather.



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Davis, California

13 November 1952

## I. Description of Incident

At 0605 PST on 13 November 1952 three businessmen from Davis, California, observed what they described as an indistinct, blunt, cylindrical object, with a bright flame behind it. The flame color was described by one source as blue-red and by another as silver-white. It was estimated that if the object had been a half mile away it would have been 20' in diameter. The object was observed for 15 - 30 seconds.

From their position at 38°29'N-121°37'W the object traveled through an arc of 45°. It was of low altitude when first seen.

The weather at 0630 PST was reported as scattered clouds at 5,000', visibility 25 miles. Sunrise was 0647 PST.

## II. Discussion of Incident

All phases of this fit the description of a large fireball or meteor.

## III. Conclusion

Probably astronomical.

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Wichita, Kansas

15 November 1952

## I. Description of Incident

At 2025 CST on 15 November 1952, an AF major with 5,000 hours flying time was engaged in watching pilots under his command shoot landings in a B-47. He, another rated officer, and several airmen observed what appeared to be an elliptical, blue-white light with an orange or red tail. The object moved erratically at a speed greater than that associated with a T-33 or B-47. The object was first observed to the north traveling rapidly on a heading of about 45°, then it suddenly appeared to stop. When the object stopped, the orange glow appeared to be on what had been the leading edge of the object. The object moved out again on a heading of 45° to a position NNW of the airport, then stopped again for two minutes. It finally disappeared to the north. It was in view a total of five to ten minutes.

The weather was CAVU. The winds were:

19,000' - 265°/35K

24,000' - 265°/40K

34,000' - 265°/40K

39,000' - 235°/64K

## II. Discussion of Incident

Two lighted weather balloons were launched at 2030 CST. Although there is a discrepancy of 5 minutes in time between the sighting and the balloon launches, the description of the object, the described course, etc., fits that of a balloon.

It is believed that the reported object was one of the weather balloons.

## III. Conclusion

Probably a balloon.

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Washington, D. C.

15 November 1952

## I. Description of Incident

At 0240 EST an AF captain and his wife observed some type of light they could not identify. Their attention was called to the object by its loud noise, described as similar to a flight of "six or more jets at low altitude". The light was white or pale blue and passed slightly to the east of the observer's zenith on a southerly heading. No wing tip lights were noted. After about seven or eight seconds the light made a left turn then started a steep climb. The light went out shortly after the climb was started.

## II. Discussion of Incident

No follow-up was made on this incident, however, the description could well be that of an F-94 aircraft with its afterburner on and flying "blacked out".

## III. Conclusion

Possibly aircraft.

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Bower's Beach, Delaware

15 November 1952

## I. Description of Incident

Two civilian sources reported observing a "deep orange glow with intermittent white lights". One observer was in Bower's Beach, Delaware, and one in Frederica, Delaware. Both observers saw the light generally south of their positions. It was first observed at about 1845 EST and was in view for ten minutes. It apparently had no lateral motion, since one observer lined up the object on a fixed reference point and he could not notice any motion.

Weather at the time was scattered clouds at 600' and an overcast at 5,000'. Visibility was seven miles.

## II. Discussion of Incident

Since there was an overcast, any astronomical body can be ruled out.

Aeronautical charts show that in the general direction of the sighting and 10-12 miles away there is a reserved air space or caution area used by the Navy. Some activity in this area, such as a flare, could have been seen.

## III. Conclusion

Possibly a flare.

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Rhein-Main AFB, Germany

16 November 1952

## I. Description of Incident

From 1045Z to 1900Z, the GCA radar at Rhein-Main picked up radar returns whose speed varied from 100 to 120 mph. The measured altitudes were from 200' to 800'. Both GCA operators have had two years' experience. Ground observers were sent to location of returns, but could not see anything in the air.

One operator had seen a similar situation while stationed in Alaska and it was thought to be caused by icing conditions.

The weather was reported as 7/8 mile visibility, light fog, ceiling 400' - 600', overcast, with a ground temperature of -3°C.

## II. Discussion of Incident

The reported maneuvers and speeds of the radar returns are similar to those that have occurred at Washington National Airport.

No data on inversions are available, but similar sightings have been due to weather.

## III. Conclusion

Returns due to weather.

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Imperial Beach, California

16 November 1952

## I. Description of Incident

At 1838 PST two duty officers at a Naval station sighted an unusual large orange disc of light which hovered over the water for three to four minutes and then proceeded upward at a high speed. The object later appeared again and appeared to be a large yellow ball which, when looked at through binoculars, seemed to have a bluish tinge around the edges.

## II. Discussion of Incident

At approximately this time the Navy and U.S. Weather Bureau released radiosonde and piball weather balloons and since the objects hovered and then climbed, it is felt that either one of these caused the incident. The orange disc description fits here also as many times a rising balloon will catch the setting sun's rays and appear to be a glowing ball.

## III. Conclusion

Probably a weather balloon.

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Lumberton, North Carolina

16 November 1952

## I. Description of Incident

At 1815 EST five civilians observed a bright orange, oblong, object moving slowly across the sky. No sound was heard.

## II. Discussion of Incident

A jet aircraft was known to be in the area and flying in the same heading as the reported object. The sun shining on this aircraft undoubtedly accounted for the sighting.

## III. Conclusion

Probably aircraft.

# CONFIDENTIAL

McAndrew AFB, Newfoundland

16 November 1952

## I. Description of Incident

At approximately 0015Z on 16 November 1952 two observers, a tech sergeant and the base OD, observed a "large, brilliant object the size of a grapefruit". The object appeared to be traveling very fast as it came in from the SW, made a 90° turn directly overhead, and disappeared in a westerly direction. As it left the area it appeared to give off a brilliant "cold white light". The duration of the sighting was five to six seconds. No sound was heard.

Many other sightings of a similar nature were reported by Air Police Guards earlier in the evening.

Local radar was checked but they had carried no unknown tracks during the period.

An aircraft crew reported that they had seen a meteor at 2400Z while flying into the area.

The weather was scattered to no clouds at 2,000'; visibility 10 miles.

## II. Discussion of Incident

There is a possibility that the reported object was the same meteor seen by the air crew at 2400Z, an error of 15 minutes is possible. Meteors, however, do not make 90° turns and since the turn reportedly occurred directly over the observers it is difficult to say the turn was an illusion. There are infrequent reports of fireballs "glancing" off the atmosphere. This phenomenon might appear to be a 90° turn.

The object evidently was very spectacular since the OD stopped his car, shut off the ignition and go out to watch. One observer stated that he was afraid the object was about to hit him.

Lacking data on the "odds" of a meteor or fireball appearing to make a 90° turn, the object cannot be identified as a meteor.

## III. Conclusion

Unknown



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Florence, South Carolina

17 November 1952

## I. Description of Incident

At 1715 EST, several observers in and near Florence, S.C., observed a bright, elliptical-shaped object, thick in the center and tapering at the edges. It appeared to be traveling slowly. Observers included airport manager, Eastern Airlines captain (not airborne at time of sighting), a weather observer, radio operator, and a tower operator.

A jet aircraft was reported due over Florence radio at the time of the sighting.

## II. Discussion of Incident

This is another sighting that appears better than average, as far as sources are concerned, but again certain data are lacking. Since a jet aircraft was due over the area, it could have been the jet. It is interesting to note that so many widely separated sources would all report an aircraft, especially since they can be considered fairly reliable observers.

## III. Conclusion

Probably aircraft.

# CONFIDENTIAL

Salton Sea, California

20 November 1952

## I. Description of Incident

The pilot of a B-50 aircraft reported observing a light that changed color from white to red to green. The B-50 was flying at an altitude of 16,000' on a heading of 275°. The time was 2005 MST. The light was observed at 11 o'clock from the aircraft. At first it appeared to be stationary then moved to the NW, disappearing as if it had been turned off.

## II. Discussion of Incident

Although the description of the object is similar to a star or bright planet, the fact that it "went out" eliminates this possibility. The sighting was an hour and five minutes after a balloon launch and normally lights on balloons do not burn this long, it is not an impossibility, however.

This report is similar to past reports that have been received from this area.

## III. Conclusion

Possibly a balloon.

# CONFIDENTIAL

Fort Benning, Georgia

21 November 1952

## I. Description of Incident

At 2120 EST on 21 November 1952 an observer, not identified in the report, observed a blue-white object traveling WNW. The object was reported to be "the size of a golf ball". Object turned dull orange after several seconds and disappeared. One minute later it reappeared in the original color, turned north for approximately two minutes, then turned SSE and held this course until it was out of sight.

## II. Discussion of Incident

The description of this object is similar to a meteor except for the length of time observed, over three minutes, and the disappearance, and re-appearance. The reported change in course does not fit a meteor, but since it was a small change, WNW to N, it could have been an illusion.

Another possibility is a jet aircraft. The report makes no mention of the location of the object in relation to the observer nor to sound. If the object did not pass over the source and was only seen low on the horizon, it could have been an aircraft.

## III. Conclusion

Possibly aircraft.

# CONFIDENTIAL

Aiken, South Carolina

21 November 1952

## I. Description of Incident

On 21 November 1952 at 1822 EST, two heavy equipment operators working in the Savannah River AEC installation observed one round, glaring red, object with no tail, which appeared to be traveling at high speed. The object faded from view in the SSE after being in sight for about 30 seconds. It appeared to be losing altitude when it disappeared. No sound was heard.

## II. Discussion of Incident

The description of the reported object fits the typical fireball or large meteor.

## III. Conclusion

Probably a fireball.

# CONFIDENTIAL

Annandale, Virginia

24 November 1952

## I. Description of Incident

For one hour between 1830 and 1930 EST on 24 November 1952, a civilian couple observed a bright glowing light "the size of a baseball" to the south of Annandale, Virginia. The light came north over the observers then made a 90° turn. When almost out of sight, it made a 180° turn and came back toward the observers. Binoculars were used to make the observation. There was no sound.

The weather was CAVU.

## II. Discussion of Incident

This could very well have been a jet aircraft, possibly with an afterburner, except for the absence of sound. The light was apparently traveling fast and was large (i.e., larger than the "pinpoint" of light made by a high flying jet). If it was low enough to appear to be traveling extremely fast, it should have been heard since it passed nearly directly over the observers. It would be difficult to say it was definitely an aircraft.

## III. Conclusion

Possibly aircraft.

# CONFIDENTIAL

East Glendale, California

24 November 1952

## I. Description of Incident

At approximately 1548 PST three employees of a west-coast aircraft plant observed four unidentified flying objects in formation near Grand Central Air Terminal. The objects were described as being spherical in shape, and of unknown size. They were a dull grey aluminum color, and appeared to be either emanating light or reflecting shafts of sunlight. They first appeared in the NW and appeared to be on an easterly heading. At one time, a B-25 passed between the objects and the observers. The B-25 appeared to be at 1500' and the objects seemed to be about the relative size of a nacelle on the B-25.

The objects seemed to take on an elliptical shape, diminish in brilliance, then disappear at high speed. Only the sound of the B-25 was heard. The sighting lasted about 1 minute.

## II. Discussion of Incident

These could have been a/c reflecting sunlight. The "sudden disappearance at high speed" could be due to a change in the angle of reflection causing it to rapidly diminish and fade from view.

No data about the angles are given so no angular velocity can be established.

## III. Conclusion

Possibly aircraft.

# CONFIDENTIAL

White Sands, New Mexico

25 November 1952

## I.- Description of Incident

The following is an extract from the Monthly Intelligence Summary, White Sands Proving Grounds. The source is a field grade officer assigned to White Sands:

"While returning to White Sands Proving Ground from Wm Beaumont Hospital, at approximately 2030 hours on 25 November 1952, I observed what appeared to be flares, or pyrotechnics, on the right side of the road. My first thought was that these objects were flares that were being fired by troops on a night project. However, shortly thereafter—a matter of seconds—I observed what appeared to be a flare land right in the middle of the road, about three or four hundred yards distant. It assumed the shape of a ball, having a green center, fading to a light hazy blue at the exterior. This light disappeared before my car arrived at the spot. After observing this light, I thought that the Department of Army had a new type pyrotechnics that I was not familiar with that they were using on a night problem. Approximately three to five minutes later I observed a light, or series of lights, approaching from the right side of the road, in the heavens, at an altitude of about three to five hundred feet and between 1/4 and 1/2 mile distant. I thought that probably, in conjunction with the night problem, this was an airborne drop of troops. I first thought it might be a C-119 or a C-123. However, this object made a right hand turn above the road and then disappeared at an angle of approximately 90° straight into the sky. I cannot state whether it was a plane or a type of aircraft. I can merely state that there were two rows of what appeared to be windows, brilliantly lighted, and I would estimate that they were five to six feet in height and six to eight windows in each of the two rows. After this object disappeared, I stopped my car and got out to see if I could see a plane but could see nothing. I turned off the motor on my car to see if I could hear the motors of a plane, but I could hear no sound. I then proceeded to White Sands Proving Ground."

## II. Discussion of Incident

It is possible that the object was an aircraft except that from the description it appeared to be low if it were an aircraft, and evidently no sound was heard. No follow-up investigation was made and since additional data are needed no evaluation can be made.

## III. Conclusion

Insufficient data for evaluation.

# CONFIDENTIAL

Canal Zone

25-26 November 1952

## I. Description of Incident

From 1800Z to 2349Z on 25 November 1952, two unidentified objects were tracked on gun-laying radar. The objects flew at an estimated speed of 275 knots and varied altitude between 1,000' and 28,000'. The area was put on a yellow alert after all known air traffic had been checked. Four aircraft were scrambled for visual search, but had no success.

At one time, 2330Z, an AF major observed a glowing yellow light traveling rapidly from east to west near France AFB. At the time of this visual sighting, the radar had the target in the France AFB area. Other reports of visual sightings were received, however, further investigation showed these to be the aircraft that had been scrambled for the attempted intercept.

Weather showed two inversion layers in the area, but the report states the possibility of weather causing the targets was checked before the yellow alert was called.

## II. Discussion of Incident

Although the report on this incident is complete, there is still not enough data to make a complete analysis. The fact that inversions were noted raises the possibility of weather phenomena causing the targets.

## III. Conclusion

Radar returns probably due to weather.



# CONFIDENTIAL

Goose Bay, Newfoundland

26 November 1952

## I. Description of Incident

At 0230Z (2230 local time) an F-94 crew attempted to intercept a bright orange and red light, the light had no definite shape. The intercept was unsuccessful in that the object seemed to keep the same distance from the F-94. The F-94 was on a 180° heading from Goose AFB. No radar either airborne or ground was made.

The weather was CAVU.

## II. Discussion of Incident

The report states that all aircraft in the area were accounted for. There is no reason to believe, however, that the F-94 was observing a bright star or planet. This has occurred several times in the past. The fact that the light appeared to stay the same distance from the aircraft is characteristic of a "star chase".

## III. Conclusion

Possibly an astronomical body.

# CONFIDENTIAL

SE of Prescott, Arizona

27 November 1952

## I. Description of Incident

While on a flight from El Paso, Texas, to Nellis AFB, Nevada, in a B-26 aircraft, an AF lt colonel and his crew chief observed four quick bursts of black smoke in tandem, directly ahead of their aircraft and at their altitude. The time was 1210 PST. After about 2 minutes, three more bursts appeared then three more. At 1218 PST, three more puffs were seen to the left of their course and ahead, with three more appearing at 9 o'clock. At this time, the pilot made a 90° turn to the left. The puffs of smoke continued as the B-26 made several turns in the area. Once the puffs of smoke would have bracketed the a/c had it continued on course. At one time, the pilot flew close to the puffs and they appeared to be yellowish in color and about 20' in diameter. Exceedingly rough air was noted close to the smoke puffs.

The entire incident lasted 20 minutes.

## II. Discussion of Incident

The description of the smoke puffs would lead one to believe that the B-26 had encountered flak. The area of the encounter was far from any target area, however, and since the a/c was only at 10,000' under VFR conditions, it is doubtful that even if it were in a practice area it would be continually fired upon.

## III. Conclusion

Unknown

# CONFIDENTIAL

DeQuincy, Louisiana

27 November 1952

## I. Description of Incident

On 27 November 1952 at 2015 CST a woman reported seeing a "round and/or pyramidal shaped object with a bright reddish-pink color". At first it was stationary, then it began to move up and down. It was observed for 2 1/2 hours.

## II. Discussion of Incident

Although no angles are given so an almanac can be checked, it is highly probable this lady was looking at a planet or star.

## III. Conclusion

Probably astronomical body.

# CONFIDENTIAL

Ogden, Utah

28 November 1952

## I. Description of Incident

Two pilots in a T-33 aircraft flying at 20,000' reported observing an object trailing a long amber-rose colored stream. The time of sighting was 1945 PST, 28 November 1952, and lasted for 20 minutes. The object appeared to be wavering slightly from side to side and remaining in a fixed position until the T-33 passed it, then it appeared to pick up speed.

## II. Discussion of Incident

At 1745 PST the sun would be in a position to illuminate a vapor trail similar to the way the sun lights or colors clouds in a sunset.

## III. Conclusion

Probably an aircraft.

# CONFIDENTIAL

Washington, D. C.

30 November 1952

## I. Description of Incident

Source reported two stationary lights over Washington, D. C., at 2230 EST on 30 November 1952. Source "called from a bar and grill and sounded incoherent." The lights remained for several minutes then disappeared. An aircraft with both landing lights on appeared in the same location shortly afterward.

## II. Discussion of Incident

Doubtful source calling from doubtful location.

## III. Conclusion

Probably aircraft.

# CONFIDENTIAL

Washington, D. C.

30 November 1952

## I. Description of Incident

At 0030 EST on 30 November 1952, the CAA radar at Washington National Airport again began to show "blips" similar to those in July 1952. They showed the same pattern and behavior as before with speeds of 90-100 mph with maneuvers identical to normal aircraft except for sporadic appearances and disappearances. The "blips" continued for an unspecified period of time. Aircraft in the area were alerted but could see nothing.

The weather included light snow. No mention was made of whether there was or was not an inversion.

"Blips" similar to the ones reported were seen on the previous night (29 November 1952). The weather at that time was CAVU with no inversion. At this time, the targets appeared over Andrews AFB but could not be seen from the ground.

## II. Discussion of Incident

As stated above, this report is similar to the ones reported from the Washington National Airport Tower. In these there was a great deal of discussion as to the effects of inversions on radar.

## III. Conclusion

None

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